



The Classic 'Y'



Issue No.156 June 2000

The Newsletter of The M.G. "Y" Type Register

Cars for Sale

"M.G. YA 1951. Sun Bronze, Brown leather. Comprehensive restoration. Rebuilt engine, new wings, everything rechromed. Drives well. £5,500. Tel: [REDACTED] (S.Yorks)."

"Derelict M.G. YA (1949) for disposal. Complete but rusting, unused since 1974. Contact: Mr. Michael T.R.Nicholson, [REDACTED], Surrey, [REDACTED]. Tel: [REDACTED]."

"M.G. YB 1952. Full body-off restoration. Eighty percent complete, just needs interior fitting and trim. All parts available to finish. £3,850. Tel: [REDACTED]"

"M.G. YA Saloon, 1951. Mechanics overhauled, many new parts, body solid, original interior. Needs paint. £1,750. Tel: [REDACTED] (Cheshire)."

Parts for Sale

Back axle x 1; carburettor and manifold from air filter x 1; wood dashboard x 1; air filter casing x 1; horn x 1; electric fuel pump x 1; pair of headlights; distributor x 1; dipstick x 1; wiper motor x 1; wiper boxes x 2; voltage regulator? x 1; clutch cables x 2; set of wheel nuts x 1; assorted door handles x 8; suspension units x 2; coil spring x 1; pairs of dashboard gauges x 2; pump for jacks x 1; brand new water pump x 1; rear seats x 2; exhaust manifolds x 2; single-carb' inlet manifold x 1; twin-carb' inlet manifold x 1; starter motor x 1; dynamos x 2; hydraulic jack x 1; brake drum x 1; rear door trim x 1; windscreen frame x 1; wooden dashboard top x 1; dashboard (less gauges) x 1; steering column x 1; radiator (reconditioned?) x 1; exhaust downpipe x 1; assorted fan belts; box of other small assorted odds and ends. Contact: Mr. Bryce Latham, [REDACTED], Surrey, [REDACTED].



Newsletter Editor/Registrar: J.G.Lawson, [REDACTED] Liverpool, [REDACTED]

U.K. Spares Secretary (New Spares): A.Brier, [REDACTED], York [REDACTED]

U.K. Spares Co-ordinator (Second-hand Spares): D.Mullen, [REDACTED], Liverpool, [REDACTED]

Heading illustration courtesy of Motor.

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Y/T FACTORY PRODUCTION RECORDS

Pt.VI.

Chassis No.		Chassis No.		Chassis No.		Chassis No.	
Y/T	5131	Y/T	5138	Y/T/EXR	5145	Y/T	5152
Y/T/EXR	5132	Y/T/EXR	5139	Y/T/EXR	5146	Y/T/EXR	5153
Y/T/EXR	5133	Y/T/EXR	5140	Y/T	5147	Y/T/EXR	5154
Y/T/EXR	5134	Y/T/EXR	5141	Y/T	5148	Y/T	5155
Y/T/EXR	5135	Y/T/EXR	5142	Y/T/EXR	5149	Y/T/EXR	5156
Y/T	5136	Y/T	5143	Y/T/EXR	5150	Y/T/EXR	5157
Y/T/EXR	5137	Y/T	5144	Y/T	5151	Y/T/EXR	5158

GUARANTEE PLATE ISSUE LEDGERS

THE Ys - Pt.I.

Chassis No.	Engine No.	Date	Chassis No.	Engine No.	Date
Y/7124	SC2/16961	31/08/51	Y/7155	SC2/16972	07/09/51
Y/7125	SC2/16937	31/08/51	Y/7156	SC2/16975	11/09/51
Y/7126	SC2/16978	31/08/51	Y/7157	SC2/16976	11/09/51
Y/7127	SC2/16943	03/09/51	Y/7158	SC2/16970	11/09/51
Y/7128	SC2/16942	03/09/51	Y/7159	SC2/16992	12/09/51
Y/7129	SC2/16935	04/09/51	Y/7160	SC2/16997	12/09/51
Y/7130	SC2/16954	04/09/51	Y/7161	SC2/17001	12/09/51
Y/7131	SC2/16952	04/09/51	Y/7162	SC2/16985	12/09/51
Y/7132	SC2/16934	05/09/51	Y/7163	SC2/17029	21/09/51
Y/7133	SC2/16955	05/09/51	Y/7164	SC2/17011	13/09/51
Y/7134	SC2/16949	05/09/51	Y/7165	SC2/16995	13/09/51
Y/7135	SC2/16956	05/09/51	Y/7166	SC2/16998	13/09/51
Y/7136	SC2/16938	06/09/51	Y/7167	SC2/16990	13/09/51
Y/7137	SC2/16967	06/09/51	Y/7168	SC2/16962	14/09/51
Y/7138	SC2/16948	06/09/51	Y/7169	SC2/16989	14/09/51
Y/7139	SC2/16966	11/09/51	Y/7170	SC2/16973	14/09/51
Y/7140	SC2/16946	07/09/51	Y/7171	SC2/17008	18/09/51
Y/7141	SC2/16969	07/09/51	Y/7172	SC2/16980	18/09/51
Y/7142	SC2/16974	07/09/51	Y/7173	SC2/16983	20/09/51
Y/7143	SC2/16971	07/09/51	Y/7174	SC2/17002	20/09/51
Y/7144	SC2/16964	07/09/51	Y/7175	SC2/16979	20/09/51
Y/7145	SC2/16968	07/09/51	Y/7176	SC2/17007	20/09/51
Y/7146	SC2/16986	14/09/51			
Y/7147	SC2/16994	18/09/51	engine changed to SC2/16987 and 'date' changed to 21/09/51 (which was the date of the engine change)		
Y/7148	SC2/16977	18/09/51			
Y/7149	SC2/16981	18/09/51	Y/7177	SC2/17004	21/09/51
Y/7150	(CKD)		Y/7178	SC2/16993	21/09/51
Y/7151	(CKD)		Y/7179	SC2/17032	21/09/51
Y/7152	(CKD)		Y/7180	SC2/17033	21/09/51
Y/7153	(CKD)		Y/7181	SC2/16996	21/09/51
Y/7154	SC2/16960	07/09/51		number '17000' crossed through	

Note: The engine number prefix 'SC2' is actually shown on some pages of these 'Y' production records as 'SC/2'.

REGISTER NEWS

Frank Russell of [REDACTED], Ontario, Canada, recently sent me news of how his restoration of Y/1336 is progressing. The car has been stripped down completely and has already had its chassis repainted and front suspension rebuilt. At the moment Frank is trying to get new springs so that work can begin on the rear suspension. Frank reckons that the restoration will take him four to five years and he is somewhat hampered by not being able to find another 'Y' Saloon owner in Canada with whom to 'compare notes'. The nearest 'Y' we know of in Canada is Y/1302 which belongs to Mr. A. Fraser of British Columbia, right across the other side of the continent! Perhaps someone (nearer) in the U.S.A. might be a better bet.

Y/2554 (Register No.387) was purchased (from Kent) last year by Dave Pelham and broken up for spares. Y/T/EXR 2172 (Register No.718) was sold to a 'TD' owner in [REDACTED] Natal, South Africa, who removed everything of use for his 'TD' and then passed on the remainder to Alan Nuttall of [REDACTED] (Y/1674 Register No.675; Y/2529 No.681; Y/T/EXR 2582 No.997 & Y/4795 No.999). Alan Nuttall then passed the body of Y/T/EXR 2172 (19548-???) to Chris Swale (who owns Y/T/EXR 3430 [Register No.620] and the body of Y/1934 No.34). The body of Y/1934 is 1627/1715, by the way! The original body of Y/T/EXR 3430 was/is 45172-481. Still with me?

The importers of 'Y' Types into Malta were Mitzzi Bros. of Sliema. Can anyone going out that way please see if they still exist? And whether there are any relevant original records left?

A long time ago (that means that I have been unable to find it after a brief look back through past *TCYs*) we told you of Mr. J.S.Lamont's YB/1385 (Register No.243) which had been originally exported to the Republic of Ireland as a 'CKD' and which has window glass marked 'Lancegaye Toughened' (page 140 of *Let There Be Ys* refers). I can now add a little more, thanks to Mr. Maurice Healy of Co. Wicklow and *Classic Car Mart* for March. From the early 1920s up to the '60s, practically all cars sold in the Irish Free State (later, the Republic of Ireland) were locally-assembled, because of the heavy excise duty then payable on imported foreign goods. Furthermore, in order to provide employment in Ireland, these vehicles had to have a large number of locally-made parts (e.g., springs, tyres, electrics, radiators, seat coverings, batteries, brakes, etc.). It is even said that the original parts which these replaced, those sent over by the cars' original manufacturers, were destroyed by the Irish Customs Department on entry!

Whilst at the Classic Car Show at Essen recently, Rob Silk of [REDACTED] in the Netherlands came across YB/1109. This well-restored 1953 YB had just been sold at the show and is new to us. It has been allocated the Register number '1262'. Why has it not been allocated a 'new' number up in the '1350' series? Well, recently I came across three duplications on the Register. Horrors! One of these was No.1262. After nearly 23 years, the Register can be regarded as a 'mature database'! These things happen...

Let there be



by

David R. Lawrence

Corrections and Additions

Pt. IV

Chapter 12, Section 8p, Page 202 (para. 2)

The reference to the body shell panel above the boot aperture being double-skinned is not accurate, although from inside the boot compartment the appearance was of double-skinning. It was actually a single panel that was extended further forward than where the car roof started, thus forming a flange. The two screws for attaching the millboard passed through holes in this flange. The structure of the "Y/T" body did not allow a flange, therefore the "Y/T" boot compartment did not have the millboard trimming.

Chapter 13, Section 3c, Page 211, NB.1

Although still not confirmed either way, there is some evidence to suggest that the Almond Green "Y/T"s possibly were finished in the metallic paint.

Chapter 13, Section 4, Page 214

Car Number YB/0321 has been inspected, and what appears to be its original paint is still visible in some places. This paint appears to be the metallic Almond Green. Almond Green was not an original colour for the "YB", so if this paint is original, then it may have been to a special order. No other information is available.

Chapter 14, Section 1d(ii), Page 223

Reference the "Y/T" export designations, it can now be confirmed that the designation "Y/T/EXRK" (and presumably also "Y/T/EXLM") did actually appear on the Guarantee Plate. Car number Y/T/EXRK/4619 (an original export to Switzerland) has been inspected, and the letters "EXRK" appeared (without any "slash" between the "R" and the "K") in the second block on the Guarantee Plate.

Chapter 14, Section 1d, Page 227

An anomaly in the way one (at least!!) Guarantee Plate was stamped has been found:

Car Number Y/T/EXR/2252, an export to Ceylon, had its Guarantee Plate stamped as "Y/T/R/2252".

cont'd...

Chapter 14, Sections 3 & 4, Pages 228 to 232

A bit more information regarding the Body Numbers on the Body Type/Body Number Plate, and the stamped Sequence Numbers on the "Nuffield Metal Products" Plate has come to light. There is a definite and generally accurate relationship between the Sequence Number and the first of the Body Numbers. When checking different cars, it can be seen that the numerical difference between Sequence Numbers (on the same type of "Nuffield Plate") and the numerical difference between the first of the Body Numbers, is almost always the same. What this actually means is still not clear.

Chapter 14, Section 3b, Para.5, Page 229

Regarding the "Y/T" Body Numbers, the assumption that they may have started at "100" has been confirmed as fact. The first "Y/T" (Y/T/EX(U)/1922) has been "discovered", and this has Body Number 19523/100.

Chapter 14, Section 10a, Page 234

See Chapter 11, Part B, Section 11, Para.2, Page 139 (and insert new para. [Section 11A] at foot of Page 234).

Chapter 14, Section 11, Page 234

Other cars with a number stamped directly into their bulkheads have been noted:

Y/6454	-	has "26" stamped into its bulkhead
Y/7011	-	has "51" stamped into its bulkhead
YB/0321	-	has "86" stamped into its bulkhead
YB/0559	-	has "34" stamped into its bulkhead
YB/0561	-	has "62" stamped into its bulkhead

Appendix Three, Section B, Note 10, Para.2, Page 259 and Plate 25, Page 280

Further information indicates that, on the left hand drive saloon, the speedometer cable was routed through a specially provided hole on the right hand side of the central bulge on the bulkhead. The cable was provided with a rubber grommet where it passed through the hole.

Appendix Three, Plate 25, Page 280

The following corrections can be made to the diagram:

- a. In the Patch Piece, the two holes marked as "UNUSED" were not provided at all.
- b. The two holes, one for the oil pressure pipe and the other marked for the speedometer cable, were actually provided as a single rectangular cut-out. Note that it appears that the speedometer cable was not routed through this cut-out, even though there was space available.
- c. It appears that the elongated hole for the choke cable was not provided. This cable must have been routed another way.

these are all the corrections and additions we have for the time being.

'KSC171' - Development & Modification History

Section A.

This last page of our current issue can do no more than simply introduce our next long-running series.

'KSC171' was a Sun Bronze 1951 'Y' Saloon which, by 1965, thanks to meticulous and skilful work carried out by its owner, Royal Navy Chief Engine Room Artificer Derek Ringer, had become probably the most modified and one of the fastest road-going 'Y' Types in the U.K. The car's development history was briefly covered (with illustrations) in the centre pages of the M.G. Owners' Club's magazine, Enjoying M.G., for July 1996, but here in TCY we have the luxury, over the coming months, of being able to set down the story of car and owner in depth, and hopefully do them both justice. As a first step, it may help if we set out below how the material is to be presented in forthcoming issues:

- Section A. Introduction & Early History.*
- Section B. Performance Figures & Modifications (set out in chronological order).*
- Section C. Performance Figures in Tabular Form.*
- Section D. Modifications (categorized by reference to Engine, Suspension, Wheels & Brakes, Electrical (not ignition), Misc.*
- Section E. Overhaul Details (major items).*
- Section F. Preservation State (1963/64).*
- Section G. Routine Preservation Maintenance.*
- Section H. Late History & Fate.*

So, to begin: After a wait of almost a whole year (which was the normal state of affairs at that time) Derek Ringer's brand-new export model 'Y' Saloon was delivered to Malta (where he was then serving) in mid-1951 and was allocated the local registration plate '12766'. The Maltese agents were Mitzzi Bros. of Sliema. On the owner's return to the U.K., the car was imported via Rosyth Dock Yard (in December 1952) and given the U.K. registration number 'KSC171'. At the first opportunity (i.e., in January of 1953) the car was returned to M.G. at Abingdon for the rectification of defects which had become apparent soon after delivery and which the Maltese agents had apparently been unable to deal with satisfactorily. Amongst these defects were:

- Gearbox - selection of all gears; difficult to operate when hot.
- Poor fit/alignment of doors and boot lid.
- Paintwork blemishes.

'KSC171' was at Abingdon until February 1953.

to be continued...